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US 51 project



Project overview

The proposed reconstruction of US 51 between Reardon Road and County V (Grinde Road) has changed as a result of the input received from the June 2001 public information meeting.

The existing two lanes will be reconstructed and an additional two lanes added for a four-lane divided highway. The new four-lane divided highway will transition back to two lanes just north of County V (Grinde Road).

The additional lanes from Reardon Road to Vinburn Road will be constructed east of the existing US 51. From Vinburn Road to County V (Mueller Road) all 4 lanes will be built east of the existing US 51 to permit existing US 51 to be used as a frontage road. From County V (Mueller Road) to County V (Grinde Road) the two new lanes will be constructed west of the existing US 51.

If funding permits, the project could be expanded to include:

- An underpass located south of Reardon Road for the future Cross Town Road.
- Construction of full diamond interchanges at the intersections of Windsor Road and County V (Mueller Road).
- Construction of an overpass at Gray Road with no access to US 51.
- Construction of a half diamond interchange at Vinburn Road serving DeForest-Madison traffic.

Public meeting

The first public information meeting was held on June 6, 2001. A second public information meeting is tentatively scheduled for fall 2002. The exact date, time, and location will be announced later this summer.

Project need

The purpose of the US 51 project is to address the safety and capacity deficiencies along the highly traveled segment of US 51 between Reardon Road and County V (Grinde Road). Growth in the area is increasing traffic congestion and crashes. Between 1990 and 2000 there were 300 crashes on this segment of US 51. Of this total, 98 resulted in non-fatal injuries and 3 involved fatalities. Sixty percent of the crashes occurred during daylight hours.

Additionally, the alignment and profile of US 51 will be improved to correct sight deficiencies along the entire route.

Cost and funding

The estimated construction cost for the four-lane divided highway with at grade intersections is \$15 million.

If the project is expanded to include interchanges, overpasses and underpasses the construction cost would increase to approximately \$30 million.

Design and construction costs are 80 percent Federally funded and 20 percent State funded. Real estate costs and utility relocation costs are 100 percent State funded.

Photos of capacity deficiency



US 51



US 51



Intersection of US 51 and Windsor Road

Project schedule

Right of way acquisitions are planned to occur in 2004-2006. Construction is scheduled to begin in 2008. If the project is expanded, construction may be phased over a two or three year period including 2008, 2009, and 2010. Construction of any interchanges, overpasses or underpasses would likely take place in 2009 and 2010.